ABSTRACT OF THE DISCLOSURE

An automated clutch of a motor vehicle is controlled according to a method with the steps:

a) determining a first engine rpm-gradient signal ($dn_m(M)/dt$) based on an engine torque signal (M_e) and a target value (M_k) of the clutch torque;

b) determining an engine rpm-rate signal ($n_m(R)$) based on the engine rpm-gradient signal from step a);

c) comparing an actual engine rpm-rate (n_m) to the engine rpm-rate signal ($n_m(R)$) from step b) and determining a correction quantity K based on the comparison; and

d) correcting the first engine rpm-gradient signal ($dn_m(M)/dt$) with the correction quantity K.